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HEADQUARTERS CARIBBEAN AIR COMMAND
Office of the Assistant Chief of Staff, A-2
Albrook Field, Canal Zone

WEEKLY AIR INTELLIGENCE SUMMARY
13 January 1947

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7 - A-2, 6th Fighter Wing	1 each - M/A/A's Argentina,
7 - A-2, 24th Composite Wing	Bolivia, Brazil, Chile, Central
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8 - A-2, CAirC	Peru, Uruguay, Venezuela
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1 - Air University - A-2	

DIA and USAF review(s) completed.

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WEEKLY AIR INTELLIGENCE SUMMARY

ARGENTINA

Air - Civil

(1) 13 November - One hundred hectares of land, ten kilometers from the town of Esperanza, Province of Santa Fe, will be expropriated by the Secretariat of Aviation for the construction of a civil airport, under authority of a recent government decree. The land value is placed at 64,958.68 pesos (\$16,240. U.S.). This airport will be the largest in Santa Fe Province when completed.

(A-1)

M/A/A Argentina

(2) 13 November - Z.O.N.D.A., announces the initiation of its services to the west and northern sections of the country on 14 November. It is one of the three Argentine "mixed" companies formed in this country for commercial air transport. It will transport only mail and freight until 9 December, thereafter, it will carry passengers as well. Later the company will operate four flights daily to Cordoba, two to Mendoza, and five weekly to Salta. Ten DC-3 planes for this service, which will unit Buenos Aires with Salta and Mendoza, with stops in Cordoba, Tucuman and San Juan, have been purchased.

(3) 13 November - Brigadier Juan Luis GARRAMENDY, Air Attache in Canada, has also been assigned as Air Attache at the Argentine Embassy in Washington, relieving Vice Commodore Federico Fernando A. RUIZ.

Argentine delegate to the International Civil Aviation Provisional Organization in Montreal has been named by the Secretary of Aeronautics as Lieutenant Jorge DAMIANOVICH OLIVEIRA. He is relieved as Assistant Air Attache at the Argentine Embassy in Canada.

(A-1)

M/A/A Argentina

(4) 13 November - The Argentine State Air Fleet (FAMA), for use on feeder lines, is reported to have ordered twenty DeHavilland "Dove" planes. The "Dove" is equipped with two DeHavilland Gypsy Queen-71 motors of 350 HP each.

(A-1)

M/A/A Argentina

A-2 COMMENT: This is a six (6) to eight (8) passenger aircraft with a range of approximately 1,000 miles. Selling price is about \$56,000. U.S.

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(5) 4 December - Planes of the State Merchant Air Fleet (FAMA) will be used to carry air mail to Chile, Brazil, Africa, Asia, Europe and Australasia, with the exception of Japan, Hawaii, Guam and the Philippines, the General Post Office announces. The first mail was sent to Chile, on 2 December. The first mail goes to Brazil on 5 December and on 6 December the first mail starts for Europe, Africa, Asia and Australasia.

(A-1)

M/A/A Argentina

(6) 4 December - The Secretariat of Aviation has just created a Commercial Air Lines Inspection Office. It will be under the Civil Aviation Authority and will control the safety features of commercial Air Lines operating over Argentine territory. The office will carry out inspections and will have the authority to ground aircraft.

COMMENT: This is a much needed service in Argentina but some difficulty may be encountered in obtaining honest, competent and unprejudiced personnel for the job.

(A-1)

M/A/A Argentina

(7) 4 December - A recent government decree authorizes the Secretary of Aeronautics to start expropriation of 154 hectares of land at TRENQUE LAUQUEN, Buenos Aires, for an airport. \$11,347.50 (U.S.) has been authorized for the purchase of this land which is located five kilometers Southeast of the city of Trenque Lauquen, which is located on the airline between Buenos Aires and Bariloche.

(8) 4 December - In Congress a proposal that the Civil Aviation Authority choose sites for the construction of airfields at each city and town of the country has been introduced by National Deputy Guillermo MARTINEZ GUERRERO (Radical). The proposal is for the construction of ten airfields in each province per annum, until such time as all towns and cities are so equipped. The cost, estimated at 50,000,000 pesos (\$12,500,000. U.S.), would come from the profits the government makes on purchasing agricultural products at a fixed price and selling them in foreign markets at the world price.

COMMENT: Congress is considering only pending issues at this special session and those proposed by the Executive Power; this bill probably will not be taken up. Profits of more than 100% on wheat and linseed sales over the fixed price it pays the producers is made by the government.

(A-1)

M/A/A Argentina

CHILE

Air - Civil

(1) 19 December - Proposed Chilean Routes consist of the following:

Cruzeiro do Sul - Although this Brazilian airline has signed reciprocal service agreement with LAN, there has

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been no definite date set for operation. Actually, it is believed that Cruzeiro do Sul will not find it profitable to operate into Chile due to restrictions imposed by the Argentine government.

Air France - Although Air France began their Buenos Aires - Santiago service in mid-winter employing DC-4's, they were forced to abandon it a short time later because the flight was uneconomical due to the very few passengers the plane carried on their return because of Argentine restrictions on picking up passengers in Buenos Aires. When Air France found itself unable to reach an agreement with the Chilean government on air mail rates, commercial flights were abandoned on return to France 21 August 1946.

Royal Dutch Air Line (KLN) - Although Netherlands Minister here has had discussions with the foreign officers with reference to the extension of KLN to Santiago, apparently little progress has resulted. It is believed that the Dutch seem to have met the same Argentine barrier as the Brazilian and French Air Lines.

Compania Sud-Americana de Vapores (CSAV) - CSAV has procured permit to operate internationally up the east coast of South America, but actual operations were far in the future inasmuch as their domestic status has yet to be determined. The only pilot and chief of air organization is the President's son-in-law. Neither aircraft, personnel, facilities or sufficient capital have yet been procured.

Linea Aerea del Pacifico Ltda (LIPA) - Although possessing neither aircraft nor trained personnel, LIPA has been authorized to carry cargo from Santiago to Mendoza and Buenos Aires and from Antofagasta east across the mountains to Salta, Argentina. Domestic cabotage still remains a monopoly of LAN.

Colombian TACA - The only definite indication of Colombian TACA's plans toward Chile was furnished when a Chilean Company, through its parent company in New York City, was designated freight and passenger agent for TACA in Chile. TACA has announced that they will commence Bogota, Lima, Santiago and Buenos Aires service in the near future, but no application has yet been made by this air line for Chilean commission.

COMMENT: The elongated rectangular shape of Chile furnishes natural airway route N-S, and E-W traffic enters the La Cumbre

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pass near Mount Aconcagua. Other passes, being higher,
are utilized when bad weather necessitates.
(B-1) M/A/A Chile

CUBA

Air - Civil

(1) 27 December - Privileges which the Cuban Air Transport Company Aerovias "Q" had been enjoying unofficially have now been legalized by official decree No. 2878, dated 3 December 1946.

These special privileges include:

Use of military pilots to fly Aerovias "Q" planes without additional pay.

Use of the Army airport, Campo Colombia.

In return the Government requires:

That Aerovias "Q" be wholly Cuban owned.

That the directors and all employees, including air crew members, be Cuban.

That under no circumstances will any foreigners be hired, even under the title of "expert".

That all the equipment and personnel of the company remain at the disposition of the Government in the event of any emergency.

That the company facilitate free transport of Government officials whenever necessary.

That the Chief of the Cuban Air Corps have at all times the right to control the flights of all Aerovias "Q" aircraft, including inspection of passengers, cargo, employees, and crew.

The decree also states that the same authorization may be granted by the Minister of Defense to any other Cuban Company which fulfills the same requirements, but only after approval of the National Transport Commission and the Chief of Staff of the Army.

COMMENT: This decree will have considerable effect upon the future operations of U. S. owned or controlled airlines in Cuba. This subsidized and especially privileged national airline now enjoys many competitive advantages over companies not so protected and aided.

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Advantages to the Cuban Air Corps will be considerable, as it operates under a very limited budget and therefore is financially unable to give its pilots much heavy equipment training.

(A-1)

M/A/A Cuba

HAITI

Air - General

(1) 7 December - The aircraft described as a surplus C-60 of indeterminate ownership in W.A.I.S. 23 December, has been found to be the property of Mr. Arturo Mendez. He stated that the plane was a Lockheed C-50-6 which had been purchased from the War Assets Administration in San Juan, Puerto Rico by Mr. Henry G. Wolf for \$5,000. Mr. Wolf then sold the aircraft to Mr. Mendez for \$6,000 on 28 October 1946.

Mendez denied having even considered selling this plane to Col. Percy-Luna.

COMMENT: The Haitian Government is aware of all the facts but has not yet decided what to do. Since the U. S. State Department has requested that Haiti hold the plane until all details are clarified, it is possible that it will be detained until it is officially ascertained that there is no connection between the rumored Dominican Revolt and the subject airplane.

As yet the Haitian Government has no legislation which deals with un-registered aircraft but the Garde d'Haiti has already recommended that if the airplane in question was intended to take part in the Dominican revolt, it be confiscated and given to the embryo Haitian Air Force.

(A-1)

M/A Haiti

MEXICO

Air - Civil

(1) 18 December - The only surplus airplanes being sold in Mexico other than those of U. S. origin are Canadian. Only Avro "Ansons" have been sold up to now according to available records. It is estimated that 25 to 30 "Ansons" have been sold in Mexico. (B-2) Recently, however, Mr. John J. Gallagher, President of "Aero Transportes del Sureste, S. A.," has purchased from Canada 100 "Ansons", which he has offered for sale in all Latin America. The percentage of these that will be sold in Mexico is unknown.

(A-1)

M/A/A Mexico

COMMENT: Although all other fields of aviation in Mexico prefer American equipment, the "Ansons" find a market because of the small operating cost which makes this airplane advantageous to small one owner cargo lines.

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(2) 4 December - Extensive coverage by the Mexico City press was given to the demonstration flights on December 2 and 3 of a DC-4 equipped with JATO (Jet-assisted take-off). Reported to be the first commercial flight in Latin America to use this auxiliary take-off power, an official of American Airlines de Mexico told an officer of the Embassy that it is hoped to make this take-off procedure standard for cargo aircraft in the near future.

The first test was made without any load aboard. After attaining a speed of 85 miles per hour, the pilot turned on the auxiliary power and pulled back on the controls. The aircraft climbed at an angle of approximately 45 degrees and the air speed was increased to about 130 miles per hour. The jet assist was of 12 second's duration, and the plane had 500 feet of altitude when it crossed the airport boundary. The actual take-off was only 2,000 feet, at an altitude of over 7,300 feet above sea level. In terms of power, the four jet cylinders added 1400 h.p. to the 5800 h.p. of the engines, thus giving, in effect, a fifth motor for take-off.

From a cargo standpoint, the JATO equipment increased the payload of the aircraft at this altitude from 16,500 pounds to 18,500 pounds. On December 3, the DC-4, employing JATO and loaded with nine and one-half tons of bananas, took off from the Mexico City Central Airport for a nonstop flight to New York City, on a flight plan calling for a 170 mile per hour cruising speed.

The JATO take off is particularly suited to operations at this altitude and when made standard procedure should decrease the ton-mile cost of air freight. It is also conceivable that this equipment might be used for passenger planes, for the pilot indicated that he experienced no sudden thrust of power, but rather a gradual acceleration similar to an updraft.

(A-1)

M/A/A Mexico

Air - Military

(1) Commanded by Capitan de Corbeta Diego Mujica Naranjo H., the Mexican Naval Air Force consists of one squadron of four (4) pilots, stationed at Veracruz, Veracruz. Late information gives the airplane strength as seven (7) aircraft, of the following types: AT-6's, AT-11's, and OS2U's (Kingfisher). Mexican Naval Air Force duties are similar to those of the aviation branch of the U. S. Coast Guard.

COMMENT: Because of the high attrition rate of pilots to the civil aviation companies, the naval pilot strength is not expected to exceed eight or ten for any great length of time. The Mexican Naval Air Force is endeavoring to purchase a surplus Navy PB, preferably of the amphibious type. No such purchase, however, is expected in the near future.

(B-2)

M/A/A Mexico

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PARAGUAY

Air - General

(1) 20 December - Through information obtained from the Air Attache in Uruguay, General MIGONE was informed of the availability of Howard UC-70 aircraft at Camden, N. J. and Cimarron, Oklahoma. The UC-70's are listed at prices between \$1500 and \$2500. (U.S.).

General MIGONE revealed that he had decided to send Lt. Miguel Angel CASCO MIRANDA to the United States to inspect the five British surplus Stinson "Reliants" (\$14,200 (U.S.) each) mentioned in W.A.I.S. dated 6 January 1947. Lt. CASCO MIRANDA will also check the Howard aircraft to determine their suitability and will carry a list of equipment necessary to the continuance of maintenance on hand in Paraguay. (A-1)

M/A Paraguay

COMMENT: Lt. CASCO MIRANDA attended school in the U. S. in 1944 and is a high caliber officer.

A-2 COMMENT: Some pertinent performance figures and specifications between the Howard UC-70 and the Stinson "Reliant" are listed below:

Howard UC-70:

Span - 38'
Length - 25'
Place - 5
H.P. - 450 at T.O.
Cruise - 190 MPH at 12,000'
Landing Speed - 61 MPH
Range - 1250 miles
Service Ceiling - 21,500'
Weight Empty - 2700 lbs
Gross - 4350 lbs

Stinson RELIANT; UC-81

Span - 41'
Length - 27'
Place - 5
H.P. - 450 at T.O.
Cruise - 170 MPH at S.L.
Landing Speed - 62 MPH
Range - 600 miles
Service Ceiling - 21,000'
Weight Empty - 3040 lbs
Gross - 4650 lbs

John C. Marchant

JOHN C. MARCHANT

Lt Colonel, General Staff Corps
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